S.N.: 10/521,965
Art Unit: 3268

AMENDMENTS TO THE CLAIMS:

This listing of the claims will replace all prior versions, and listings, of the claims in this application.

Listing of Claims:

1. (Currently Amended) A method for determining [[the]] a number of transport seats available in a computerized reservation system~~, whereby said system includes~~ that comprises means for storing data on services that provide transportation between two locations and their current reservation status, broken down by class of service, [[a]] the method ~~in which,~~ comprising:

determining, at a predefined level of expected revenue (Y), a number of seats locally available $av_{Fik}(Y)$ ~~is determined~~ for a given class of service (k) on a given transport service (F_i) between said two locations~~, wherein~~;
selecting at least one other class of service (k') of another transport service (F_j) between said two locations ~~is selected~~;
determining the number of locally available seats $av_{Fjk'}(Y)$ ~~is determined~~ for the class of service (k') of the another transport service (F_j) at the predefined level of expected revenue (Y); and
determining, for the given class of service (k) on the given transport service (F_i), an overall number of available seats ~~$XFAV_{Fjk}(Y)$ is determined~~ $XFAV_{Fik}(Y)$ at the predefined level of expected revenue (Y) as a function of the numbers of locally available seats ($av_{Fik}(Y)$ $av_{Fjk'}(Y)$) determined for the given ~~transportation~~ transport service (F_i) and the at least another transport service (F_j) between said two locations,
~~wherein~~ where the given transport service between said two locations is a ~~single leg of a~~ journey consisting only of a single leg.~~separate from an aggregate of multiple legs of the journey.~~

2. (Previously Presented) The method according to Claim 1, wherein:
the overall number of available seats $XFAV_{Fik}(Y)$ is determined by adding up the numbers of

seats available locally ($av_{Fik}(Y)$, $av_{Fik'}(Y)$) determined for the given transport service (F_i) and the at least another transport service (F_j) between said two locations.

3. (Previously Presented) The method according to Claim 1, wherein:
to each class of service a boundary transfer value (SP^{max}) is assigned that corresponds to the maximum number of reservation requests for the class of service that can be transferred to seats on other classes of service;
for each class of service, a number of transferable reservation requests (SP(Y)) is determined that is equal to:
either zero, if the number of seats available locally for said class of service (k) is positive,
or the inverse of the number of seats available locally for said class of service (k) if said number is negative and its inverse is less than the boundary transfer value (SP^{max});
or the boundary transfer value (SP^{max}) if the number of seats available locally is negative and its inverse is greater than or equal to said boundary transfer value (SP^{max});
for each class of service, a number of reservation requests that can be accepted
(SA(Y)) is determined that is equal to:
either zero, if the number of seats available locally for said class of service av(Y) is less than or equal to zero;
or the number of seats available locally for said class of service $av_k(Y)$ if this number is positive.

4. (Previously Presented) The method according to Claim 3, wherein:

to each class of service a boundary acceptance value (SA^{max}) is assigned that corresponds to the maximum number of seats in said class of service that can be used to transfer reservation requests on other classes of service;
an upper limit that is equal to the boundary acceptance value (SA^{max}) is assigned to the number of reservation requests that can be accepted.

5. (Previously Presented) The method according to Claim 3, wherein:
a single other class of service (k') that belongs to another transport service (F_j) is selected;

the total acceptance capacity (TSA_k) from the other class of service (k') for the given class of service (k) is determined by selecting the minimum value from the boundary transfer value (SPF_{jk}^{max}) of the given class of service (k) and the number of reservation requests that can be accepted ($SA_{Fjk'}(Y)$) on said other class of service (k'),
the total transfer capacity (TSP_k) on said other class of service (k') is determined on the given class of service (k) by selecting the minimum value from the number of transferable reservation requests for the other class of service (k') ($SP_{Fjk'}(Y)$) and the number of reservation requests that can be accepted on the given class of service (k) ($SA_{Fjk}(Y)$),
the overall number of available seats $XFAV_{Fjk}(Y)$ is calculated by:
adding the number of seats available locally $av_{Fik}(Y)$ and the total acceptance capacity $TSA_{Fik}(Y)$, and subtracting therefrom the total transfer capacity $TSP_{Fik}(Y)$.

6. (Previously Presented) The method according to Claim 4, wherein:
a transport service chain (Fi) is formed that has successive departure times and where each departure time has a selected class of service (k, k'),
an index i is assigned to each transport service, whereby the value of said index increases with the time of departure,
for each class of service (k) of a given transport service (Fi), the classes of service (k') of the transport service are selected that have a lower index to which the reservation requests on the class of service of the given transport service (Fi) can be transferred.

7. (Previously Presented) The method according to Claim 6, wherein:

the total acceptance capacity $TSA_{Fik}(Y)$ for the class of service (k) is determined by selecting the minimum value from the boundary transfer value (SP_{Fik}^{max}) of the given class of service (k) and the sum of the numbers of reservation requests that can be accepted ($SA_{Fjk'}(Y)$) for the classes of service (k') of transport services (Fj) to which the given class of service (k) can be transferred.

8. (Previously Presented) The method according to Claim 7, wherein:

the total transfer capacity TSP_{Fik} from all of the other classes of service to a class of service (k) is determined from the update of the number of reservation requests that can be accepted to said class of service (k).

9. (Previously Presented) The method according to Claim 8, wherein:
- the overall number of available seats $XFAV_{Fik}$ (Y) is calculated by:
adding the number of seats available locally $av_{Fik}(Y)$ and the total acceptance capacity $TSA_{Fik}(Y)$, and subtracting therefrom the total transfer capacity $TSP_{Fik}(Y)$.

10. (Previously Presented) The method according to Claim 1, wherein:
the steps in the process are carried out each time there is an availability request from a customer.

11. (previously presented) The method according to Claim 6, wherein:
the total transfer capacity TSP_{Fik} from all of the other classes of service to a class of service (k) is determined from the update of the number of reservation requests that can be accepted to said class of service (k).

12, 13. (Cancelled)

14. (Cancelled)

15. (New) A method for determining a number of transport seats available in a computerized reservation system that comprises means for storing data on flights between locations, the method comprising:

determining, at a predefined level of expected revenue (Y), a number of seats locally available $av_{Fik}(Y)$ for a given class of service (k) on a flight leg of a first flight (F_i) between the two locations;

selecting at least one other class of service (k') of a second flight (F_j) between the two locations;

determining a number of locally available seats $av_{Fkj'}(Y)$ for the class of service (k') on a flight leg of the second flight (F_j) between the two locations, at the predefined level of expected revenue (Y); and

determining, for the given class of service (k) on the flight leg of the first flight (F_i), an overall number of available seats at the predefined level of expected revenue (Y) as a sum of the numbers of locally available seats ($av_{Fij}(Y)$, $av_{Fjk'}(Y)$) that were determined for the flight leg of the first flight between the two locations and for the flight leg of the second flight between the two locations.